

AMSOIL

MAGAZINE

DECEMBER 2020



AMSOIL 100% SYNTHETIC DIESEL OIL
BIG PROTECTION
for Smaller Diesel Vehicles

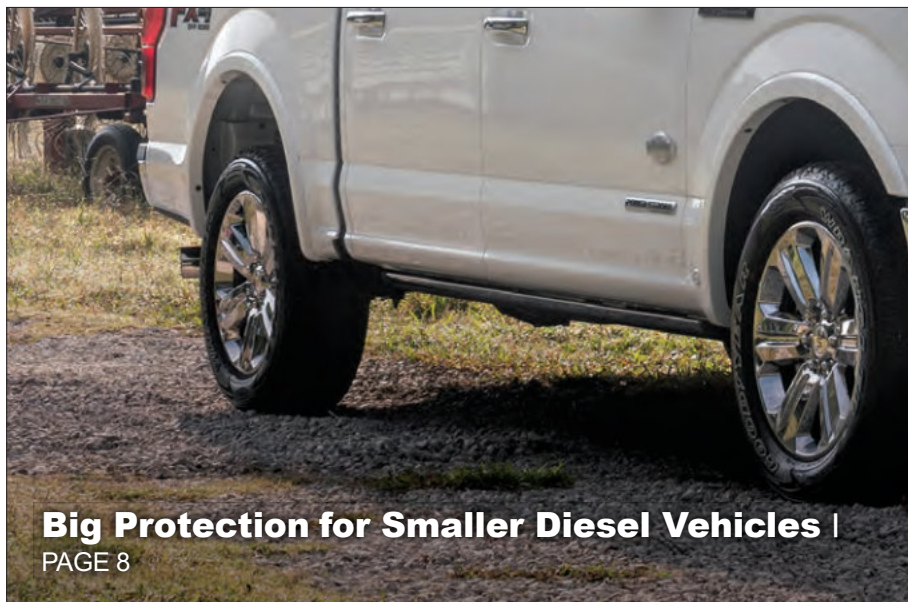
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DECEMBER 2020



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THE COVER

The diesel-engine option in this truck pairs 440 lb.-ft. of torque with 30 mpg fuel economy. This mix of power and efficiency is driving many customers toward smaller diesel vehicles.



From the President

I am writing this month with sad news. My teenage son, AJ, has been diagnosed with leukemia. The next several months are crucial to his treatment and recovery, and I must devote 100 percent of my attention to caring for AJ, my wife and our family. Therefore, I am taking a leave of absence for an undetermined amount of time and naming Dean Alexander interim President effective immediately. For those of you who don't know, Dean has been a key contributor at AMSOIL for nearly 40 years. He has served as Executive Vice President, CFO, Co-President with me and now Board Chair. Dean has remained involved in all major projects at AMSOIL since I took over as President and CEO. With Dean at the helm, AMSOIL will not skip a beat. It will be business as usual, and that is by design. I have been asked recently about our succession plan in the event I am incapacitated in some way. We have contingency plans in place for every conceivable scenario, including this one. We have established a Strategic Leadership Team (SLT) that helps me run the company. When my father ran the company, he had Dean and me. I have Dean and the SLT. We are also developing a board of directors that will have the power to name a president if necessary. The board will have a defined corporate

intent to ensure AMSOIL maintains its path and commitment to you.

All efforts serve our two main goals: to help you be successful and to ensure AMSOIL is strong for years to come. I want to reassure you that I have been hands-on in developing strategies, and Dean and the SLT will keep us on the path to successful implementation while I am away.

In July I mentioned that we fell short of our 8 percent growth goal for the last fiscal year. As we near the halfway point for fiscal-year 2021, we have great momentum with more than 10 percent year-over-year growth. Many of you had record sales months in 2020, and I could not be more pleased about that. These are outstanding achievements considering the continued economic challenges facing the world. Now is not the time to let off the gas—just because things are good does not mean we should stop trying to make them great. Dean and the team will continue implementing our strategies for growth and success while I am away.

I hope my commitment to you is evident through the major investments we are making to support Dealers through national advertising, training, promotions, e-commerce and more. While my personal circumstances serve as an unfortunate example, the stability of the company in my absence should also demonstrate that you can count on AMSOIL. My commitment to you runs deep. For now, I must step away to care for my family. I appreciate your thoughts and prayers during AJ's fight, but please do not send me anything. I will update you upon my return. Merry Christmas, everyone.

Alan Amatuzio
President & CEO



Performance matters.

Designed to perform.
Designed to protect.
Designed for your engine.

EUROPEAN MOTOR OIL FAMILY

0W-20 LS-VW

(EZT):

Use in vehicles that require API SN-PLUS, SN... • ACEA C5 • VW 508.00/509.00

0W-20 LS (AFE):

Use in vehicles that require API SN-PLUS (Resource Conserving), SN, SM... • ILSAC GF-5 • ACEA C5 • A1/B1 • BMW LL-17FE+ • MB 229.71 • Ford WSS-M2C947-B1 • Opel/Vauxhall OV0401547 • Fiat 9.55535-GSX • Chrysler MS-12145 • Volvo VCC RBS0-2AE

0W-40 FS (EFO):

Use in vehicles that require ACEA A3/B3, A3/B4 • API SN/SM... • BMW LL-01 • MB 229.1/229.3/229.5 • Porsche A40 • Renault 0710, 0700 • VW/Audi 502.00/505.00

5W-30 LS (AEL):

Manufacturer Approvals: VW 504.00/507.00
Use in vehicles that require API SN • ACEA C3 • GM dexos2 • Chrysler MS-11106 • MB 229.51 • BMW LL-04 • Porsche C30

5W-40 MS (AFL):

Manufacturer Approvals: MB-Approval 229.51 • Porsche A40
Use in vehicles that require ACEA C3 • API SN/SM/CF... • BMW LL-04 • Chrysler MS-10850 (supersedes MS-10896) • Ford WSS-M2C917-A • GM dexos2 (supersedes LL-A-025 and LL-B-025) • Renault RN0700/RN0710 • VW/Audi 502.00/505.01

5W-40 FS (EFM):

Manufacturer Approvals: MB-Approval 229.5 • Porsche A40 • VW/Audi 502.00/505.00
Use in vehicles that require ACEA A3/B3, A3/B4 • API SN/SM... • BMW LL-01 • Renault 0710, 0700 • Opel GM LL-B-025



LETTERS TO THE EDITOR

FORD* MUSTANG*

I enjoyed the story about the Ford Mustang, the first pony car (August *AMSOIL Magazine*).

I do a lot of car and bike shows all around the country. I did the 50th and 55th anniversaries of Mustang at Charlotte, N.C. with Kathy and Ray Yaeger of Wisconsin. I did the 40th anniversary of *Mustang Times* magazine at Indy 2016. My Ford Mustang GTS was in the *MCA* magazine.

My Mustang GTS is #47 built of 5,000 made. It has won several awards at national shows.

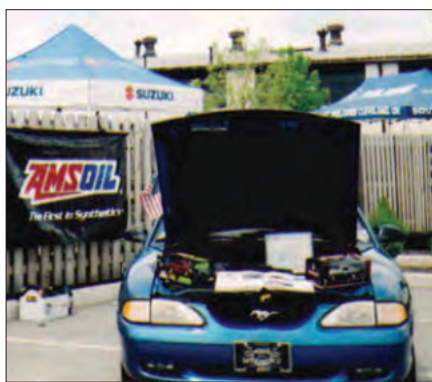
Here are some pictures of a one-of-a-kind classic Mustang with 46,500 miles.

P.S. My Mustang was on the race track at Charlotte Kentucky Motor Speedway.

Thanks,

Tom Lapuma

AMSOIL: We're glad you enjoyed the article, Tom. Thanks for sharing the pictures and information about your Mustang GTS. Nice car!



DEALER BUSINESS SYSTEM

I have been using the Dealer Business System (DBS) for the last few years. I use the DBS to process all of my daily orders, pay monthly sales tax, file federal tax returns, pull sales reports, etc. I rely on this system 100%. One question I passed along about a year ago was, will there be an upgrade to be able to use a bar-code scanner within the DBS? When checking out a customer there are a few things that need attention to allow the

check-out process to run more smoothly. Are there any updates coming out for the DBS? I like the idea of it, but it just needs to be more up to par for smooth sailing.

NaTasha Greenway

AMSOIL: We're glad to hear how valuable the DBS is for running your business, NaTasha. We have no updates scheduled for the DBS, but we have shared your comments with the IT staff for consideration when the time comes.

ZOOM MEETINGS

A clear opportunity to network through governmental stay-at-home directives is Zoom. Can you embrace this technology to help Dealers? Dealers willing to Zoom with potential customers may have a "Z" added to their account number or something else obvious to others.

An AMSOIL presentation on Zoom would be a good learning experience. Zoom currently has a cost-free service so even new Dealers could use it. Adding Zoom to the DBS package would be a great upgrade in customer service.

I have used this technology and recommend it. It provides real-time contact without the travel hassle to minimize our potential virus community spread.

Respectfully,

Paul Marrs

AMSOIL: This is a great suggestion for other Dealers, Paul. While we have used Zoom for a few things, we have embraced Microsoft Teams corporately and use it daily to interact with one another. Teams also allows for contact-free interaction and it is free to use for meetings with people outside our business organization.

Aside from encouraging you and other Dealers to use Zoom, Teams or other similar programs to facilitate meetings where appropriate, we have no plans or additional tools for Dealers on this topic. While they are fairly new, these are relatively common communication tools used by many people in a variety of settings. We view them the same way we view other communication tools, like email, phone or social media. All are valuable, and it is up to each

independent Dealer to determine how these tools work best with his or her Dealership. It is smart to take advantage of them where appropriate, and we are happy to share this tip with others.

ATV/UTV OIL CHANGE KITS

I have been asked by my powersports accounts if we have oil change kits for Can-Am* ATV/UTVs. I explain we have the oil and filter, but we don't have a kit. Their response is customers are more likely to pick up a kit than ask an associate for the oil and filter. Does AMSOIL have any plans for oil change kits for Can-Am ATV/UTVs?

One account ordered one each of the Polaris* kits last week and sold the PK1 and PK2 kits in a few days. Yesterday they ordered five PK1 and three PK2 kits to create a display focused on seasonal maintenance prior to the start of hunting season. They were hoping to also do a display for their Can-Am customers.

Gale Binder

AMSOIL: Thank you for your question, Gale. We're happy to hear about the success you and your accounts have had with the Polaris ATV/UTV kits. We agree that Can-Am ATV/UTV kits would be a great addition, and we are currently exploring the possibilities. Stay tuned for updates in the months ahead.

Email letters to:
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Superior, WI 54880

Letters are subject to editing for length and clarity; please include your name, address and phone number. Unsigned letters will not be published.



Matt Erickson | DIRECTOR, TECHNICAL PRODUCT MANAGEMENT

Oil-life monitors keep improving, but they're not perfect.

What happens when your vehicle's oil-life monitor contradicts our oil-change recommendations?

Oil-life monitoring systems (OLMS) are standard on most vehicles today. Their prevalence the past several years has helped convince motorists to go longer between oil changes than the old 3,000-mile (4,800-km) standby, reducing waste oil and saving time and money. Today, it's common for an OLMS in a vehicle driven mostly under normal service to recommend an oil change after 10,000 miles (16,100 km) or more.

For all their benefits, these systems do have shortcomings. For starters, they sometimes provide service intervals that contradict the recommendations of some of our oils. Their biggest shortcoming, however, is what they *don't* do. To get the details, let's look at how an OLMS works.

Frankly, oil-life *monitor* is a poor description for these systems. A better name is oil-life *estimator*. They **do not monitor any direct physical or chemical property of oil**; they only accumulate data from the vehicle's computer and predict how your driving habits and operating conditions have affected the oil's viscosity, total base number (a measure of remaining detergency), oxidation level and other factors.

Since the OLMS can't measure these key properties like a chemist in a lab would measure them, how can it know when the oil has, for example, only 10 percent life remaining? It can't. The OLMS simply estimates oil life based on an algorithm.

While first-generation oil-life monitors were simple, mileage-based systems that prescribed fixed oil-change intervals regardless of operating conditions,

today's systems are far more sophisticated. They monitor several conditions known to reduce oil life, enter those values into an algorithm and return the oil-life percentage you see on your vehicle's display.

Towing, for example, can lead to increased engine rpm, which stresses the engine and the oil. If the vehicle's computer detects frequent high-rpm driving, the OLMS will shorten the oil-change interval. The same holds for extreme ambient heat, which can accelerate oxidation and chemical breakdown of the oil. Continually driving under heavy loads, like while towing, also shortens the drain interval, along with several other factors.

For example, Ford* says in a video on its website that drivers can expect its Intelligent Oil-Life Monitor* to recommend oil changes about every 7,500-10,000 miles (12,100-16,100 km). But, if you do a lot of trailer-towing or idling, expect the system to recommend oil changes every 5,000-7,500 miles (8,000-12,100 km). Driving in extreme temperatures or frequently towing near maximum capacity will lead to oil changes every 3,000-5,000 miles (4,800-8,000 km). Oil-life monitors from other automakers typically follow the same pattern.

But, what if I use AMSOIL Signature Series Synthetic Motor Oil, which is proven to neutralize acids, fight viscosity loss and resist volatility better than other oils, helping it last longer? How does the OLMS adjust its recommendations depending on oil quality? It can't, which brings us to another key point to remember about these systems. For all their benefits, **your**

OLMS cannot differentiate between a high-quality synthetic oil and a cheap conventional oil.

In these cases, your OLMS may recommend an oil change in your heavy-use pickup after just 5,000 miles (8,000 km) when you know perfectly well the Signature Series in the engine is good for another 10,000 severe-service miles (16,100 km) since we guarantee the oil for up to 15,000 miles (24,100 km)/one year in severe service. The same principle holds for XL Synthetic Motor Oil, which carries a maximum drain interval of up to 12,000 miles (19,300 km)/one year.

Despite the sophistication of oil-life monitoring systems, they have drawbacks. You can rest assured, however, that our synthetic motor oils will deliver excellent protection in your vehicle for the drain interval we recommend, regardless of what the OLMS says. If you elect to extend your drain interval, but your OLMS calls for an oil change before reaching the end of the oil's guaranteed service life, simply reset the OLMS and follow the guidelines we provide on the product label. There's no sense wasting good oil.

Big Protection for Smaller Diesel Vehicles

New AMSOIL 100% Synthetic Diesel Oil provides outstanding protection, performance and fuel economy for smaller American diesel pickups, vans, cars and SUVs.

The diesel market continues to grow and gain popularity. While diesel enthusiasts and professionals often rely on powerful turbodiesel engines in their vehicles, not everyone needs or wants a fully loaded, three-quarter-ton or larger pickup. But many still want the added power, torque and fuel economy of a diesel engine, and they're willing to pay more to get it.

Increased Demand

The market has seen increased demand for diesel engines in smaller, half-ton pickups and other passenger vehicles, including the Chevrolet* Silverado 1500,* Chevrolet Colorado,* GMC* Sierra 1500,* GMC Canyon* and Ford* F-150.* Diesel options are also popular in smaller passenger vehicles like the Chevrolet Cruze,* Chevrolet Equinox* and GMC Terrain.* An estimated 200,000 smaller diesel vehicles are currently operating in the U.S., a 58 percent increase over 2019, and those numbers are expected to continue rising.

Which Oil to Use?

AMSOIL Signature Series Max-Duty Synthetic Diesel Oil and Heavy-Duty Synthetic Diesel Oil provide premium protection for large turbodiesel engines calling for an API CK-4 (or prior) specification, but smaller diesel engines require diesel oils meeting different specifications. While we've recommended AMSOIL Synthetic European Motor Oil for many of these vehicles, and it provides outstanding protection, it is not specifically formulated or marketed for American diesel vehicles.

AMSOIL 100% Synthetic Diesel Oil

Available in 0W-20 and 5W-30 viscosities, new AMSOIL 100% Synthetic Diesel Oil (DP020, DP530) is engineered specifically for smaller American diesel vehicles and provides industry-leading protection and performance. In fact, **it delivers up to 6X better wear protection than required by a leading industry standard.**¹

- Outstanding protection during heavy use and abuse and in extreme temperatures
- Helps extend engine life and reduce maintenance costs and downtime
- Helps maintain power and fuel efficiency for superior engine performance
- Outstanding turbocharger and emissions-system protection
- Superior engine cleanliness
- Minimizes oil consumption
- Meets or exceeds the latest specifications for smaller diesel vehicles

0W-20 100% Synthetic Diesel Oil

U.S. PRICING

Stock #	Units	Pkg./Size	Comm. Credits	U.S. Wholesale	U.S. P.C.	U.S. MSRP	U.S. Catalog
DP020QT	EA	1 Quart	5.25	8.00	8.40	10.40	11.35
DP020QT	CA	12 Quarts	63.03	91.35	95.95	123.35	134.30
DP02055	EA	55-gal. Drum	881.10	1468.50	1541.95	1806.30	1999.95

CANADA PRICING

Stock #	Units	Pkg./Size	Comm. Credits	Can. Wholesale	Can. P.C.	Can. MSRP	
DP020QTC	EA	(1) 946-ml Bottle	5.25	10.75	11.25	13.90	
DP020QTC	CA	(12) 946-ml Bottles	63.03	122.40	128.55	165.60	
DP02055	EA	208-litre Drum	881.10	1970.15	2068.70	2423.35	

5W-30 100% Synthetic Diesel Oil

U.S. PRICING

Stock #	Units	Pkg./Size	Comm. Credits	U.S. Wholesale	U.S. P.C.	U.S. MSRP	U.S. Catalog
DP530QT	EA	1 Quart	5.25	8.00	8.40	10.40	11.35
DP530QT	CA	12 Quarts	63.03	91.35	95.95	123.35	134.30
DP53055	EA	55-gal. Drum	881.10	1468.50	1541.95	1806.30	1999.95

CANADA PRICING

Stock #	Units	Pkg./Size	Comm. Credits	Can. Wholesale	Can. P.C.	Can. MSRP	
DP530QTC	EA	(1) 946-ml Bottle	5.25	10.75	11.25	13.90	
DP530QTC	CA	(12) 946-ml Bottles	63.03	122.40	128.55	165.60	
DP53055	EA	208-litre Drum	881.10	1970.15	2068.70	2423.35	



Applications

Use in diesel pickups, vans, cars and SUVs that require any of the following specifications:

0W-20 (DP020): GM dexosD

5W-30 (DP530): GM dexosD, dexos2; Chrysler MS-11106; Ford WSS-M2C214-B1; ACEA C3

Not for use in applications that require an API CK-4 (or prior) specification.

Service Life

AMSOIL 100% Synthetic Diesel Oil is recommended for the drain intervals stated by the original equipment manufacturer (OEM). Refer to the owner's manual for the specific oil change interval. Intervals may be extended beyond the OEM-recommended interval with oil analysis.

100% Synthetic Diesel Oil Dealer Sales Brief

For more insights into the smaller diesel-vehicle market, consult the 100% Synthetic Diesel Oil Dealer Sales Brief in the Dealer Zone (Learning Center>Dealer Sales Briefs).

100% Synthetic Diesel Oil Data Bulletin

Stock #	Qty.	U.S.	Can.
G3713	25	4.10	5.50



2020: A Stream of Investment

New and Reformulated Products

New Synthetic ATV/UTV Powertrain Fluid Combines Protection & Convenience

AMSOIL Synthetic ATV/UTV Powertrain Fluid (AUPT) is primarily recommended for transmission/differentials and front drives in Polaris* ATVs and UTVs, offering the perfect combination of protection and convenience.

AUPT



Antifreeze & Coolant Receives New Packaging and Reformulation

AMSOIL Propylene Glycol Antifreeze & Engine Coolant (ANT), Passenger Car/Light Truck Antifreeze & Coolant (ANTPC) and Heavy-Duty Antifreeze & Coolant (ANTHD) received updated packaging, labels and a slight reformulation to increase performance.

ANTHD

ANT

ANTPC



New V-Twin Oil Change Kits Expand Market Coverage

We expanded our motorcycle market coverage by introducing three new V-Twin Oil Change Kits. The kits combine everything needed to perform an AMSOIL oil change on most Harley-Davidson* motorcycles in one convenient package. Kits designated with product codes HDCK and HDBK are recommended for most 1999-2016 Harley-Davidson motorcycles. Kits designated with product codes HDMC and HDMB are recommended for most 2017-present Harley-Davidson motorcycles.

HDMC



European Motor Oil Refresh

We revamped European Car Formula with a new look and feel, including renaming it 100% Synthetic European Motor Oil to indicate coverage of both cars and trucks. The product line features updated packaging and labels that better differentiate full-SAPS, mid-SAPS and low-SAPS formulas. To round out the line and provide sales opportunities where none previously existed, we also added two new 0W-20 viscosity products (AFE, EZT) that fill the unique specifications of certain European engines.

AFL

AEL

EFO

EFM

EZT

AFE



2021

New Z-ROD® 10W-40 Synthetic Motor Oil Expands Market Coverage

New AMSOIL Z-ROD 10W-40 Synthetic Motor Oil (ZRD) provides the rock-solid wear protection for flat-tappet cams and proven protection against rust during storage that Z-ROD is known for to applications that require a 10W-40 viscosity. Z-ROD 10W-30 and 20W-50 Synthetic Motor Oil (ZRT, ZRF) feature updated labels. Formulations and pricing remain unchanged.

New 15W-50 Synthetic Small-Engine Oil

Recommended primarily for zero-turn mowers, new AMSOIL 15W-50 Synthetic Small-Engine Oil (SEF) rounds out the Synthetic Small-Engine Oil family.

New Diesel Oil for Pickups, Vans, Cars and SUVs

New AMSOIL 100% Synthetic Diesel Oil (DP020, DP530) is specially designed for smaller American diesel pickups, vans, cars and SUVs requiring GM dexosD, dexos2; Chrysler MS-11106; Ford WSS-M2C214-B1 or ACEA C3 specifications. Available in 0W-20 and 5W-30 viscosities, it provides outstanding protection, performance and fuel economy during heavy use and extreme temperatures. Not for use in applications that require an API CK-4 (or prior) specification.

Industry Events

New Motor Oil Specifications Go Into Effect

The automotive industry's latest specifications, ILSAC GF-6 and API SP, went into effect. Our claims about using advanced technology aren't just talk, and this specification update proves it once again. AMSOIL synthetic motor oils already met or exceeded the new industry standards and required no change in formulation. This is not the first time we've been in this position. While the competition works on making major formulation adjustments, we are ahead of the game.

We continuously invest to help you succeed and ensure AMSOIL remains strong for years to come. This past year saw many exciting changes and developments, and you can look forward to more in the year to come. Next month we'll tell you about what we're focusing on in 2021.





NEW 15W-50 VISCOSITY JOINS SYNTHETIC SMALL-ENGINE OIL FAMILY

Available Dec. 1, new 15W-50 Synthetic Small-Engine Oil (SEF) rounds out the Synthetic Small-Engine Oil family. It's recommended primarily for zero-turn-mower engines, bringing the excellent benefits of AMSOIL Synthetic Small-Engine Oil to applications that call for a 15W-50 viscosity oil.

Maximizes mower life

Landscapers are some of our best potential customers. They're under tremendous pressure to complete jobs on time and up to standards, which motivates them to seek products that help them keep their equipment running at peak efficiency for as long as possible, especially expensive zero-turn mowers.

However, continuous operation in hot, dirty conditions can lead to deposits and wear that reduce engine compression, robbing the engine of power. Over time, mowers become less efficient, require more maintenance and eventually wear out altogether.

Commercial-grade formulation

Most small-engine oils we've tested, however, are nothing more than re-labeled automotive oils, which are formulated with fuel economy in mind, not durability. That won't cut it. Compared to liquid-cooled automotive engines, small engines run hotter; operate under constant load; generate more oil-damaging contaminants; suffer from neglected maintenance; and are exposed to dirt, rain and other extremes. Simply put, they're far tougher on oil than most people think.

AMSOIL 15W-50 Synthetic Small Engine Oil isn't merely a re-badged automotive oil. Instead, we designed it from the ground up specifically for small-engine dependability. Professionals can rest assured their engines are protected even during periods of extended use when there's no time for scheduled maintenance. It's built to solve

the problems that plague zero-turn-mower engines, including wear, power loss, oil consumption, harmful carbon deposits and stuck rings and valves. It helps landscapers and other professionals get more work done and save money.

Reserve protection

Synthetic Small-Engine Oil is a long-life formulation that has repeatedly demonstrated its ability to safely exceed original equipment manufacturer (OEM) drain intervals in the toughest conditions. Extensive severe-service testing proves its ability to provide service life of up to 200 hours or the OEM's longest drain recommendation, whichever comes first. It provides an extra measure of protection when equipment goes longer between oil changes than is recommended by the OEM.

Applications

Use in small engines found in (not limited to) mowers (zero-turn, riding, stand-on, push), generators, power washers and other equipment that requires SAE 50, 10W-50 or 15W-50 motor oil.



- Long service life
- Helps extend engine life
- Inhibits rust
- New 15W-50 primarily for zero-turn mowers

DATA BULLETIN

The Synthetic Small-Engine Oil Data Bulletin (G2217) has been updated to include the new 15W-50 viscosity.

Stock #	Qty.	U.S.	Can.
G2217	25	4.10	5.60

15W-50 Synthetic Small-Engine Oil

U.S. PRICING			Comm. Credits	U.S. Wholesale	U.S. P.C.	U.S. MSRP	U.S. Catalog
Stock #	Units	Pkg./Size					
SEFQT	EA	1 Quart	4.80	7.30	7.69	9.49	10.49
SEFQT	CA	12 Quarts	57.55	83.40	87.60	112.60	123.65
CANADA PRICING			Comm. Credits	Can. Wholesale	Can. P.C.	Can. MSRP	
Stock #	Units	Pkg./Size					
SEFQT	EA	(1) 946-ml Bottle	4.80	9.60	10.09	12.39	
SEFQT	CA	(12) 946-ml Bottles	57.55	109.20	114.70	147.60	

AMSOIL Helps 1960 Porsche* Run Like a Dream

Owning a pristine 1960 Porsche 356B is rare enough. But how about one that played a small role helping astronaut Scott Carpenter become the second American to orbit earth, in 1962?

Such is the case for AMSOIL customer and retired aerospace engineer Ron Gibb of Rancho Palos Verdes, Calif. His résumé includes work on the Project Mercury and Apollo space missions. "I designed the oxygen regulator for the LEM (lunar excursion module) vehicle," said Gibb. "If you saw the movie 'Apollo 13,' they went into the LEM vehicle to survive coming back to earth." Gibb's work also contributed to the February 1962 Friendship 7 mission, during which John Glenn became the first American to orbit earth.

Carpenter's flight up in the air

Just three months later, astronaut Scott Carpenter was set to duplicate Glenn's feat as part of the Mercury-Atlas 7 mission. However, the spacecraft was running out of liquid oxygen (LOX) propellant prior to reaching orbit. "They were going to postpone Carpenter's flight because they didn't know what to do," said Gibb.

Porsche plays role in space race

One of Gibb's coworkers at General Dynamics, where he worked at the time, had the idea to change the LOX pressure valves to solve the problem. "I was given the job to go make the change," said Gibb. "So, I had two valves shipped from Cape Canaveral, Fla. to LAX (Los Angeles International Airport) and went over and picked them up in the Porsche," he said.

Gibb drove them to the supplier to complete the necessary work. "Then I took them over to a big test facility out in the desert," said Gibb. They finished all the testing at 10:30 p.m. on a Saturday night. Gibb then drove the valves back to LAX for the return flight to Cape Canaveral, where they were installed Monday in time for Carpenter's pre-launch testing the next day.

The mission was a success, and Ron Gibb's Porsche was partly to thank.

Discovered AMSOIL in 1973

Nearly 60 years later, Gibb's prized car is still in excellent condition thanks to AMSOIL synthetic motor oil. Gibb started using AMSOIL products in 1973 after one of his co-workers at Northrop Grumman, where he spent most of his career, became an AMSOIL Dealer.

"I bought the oil and put it in the car. A few weeks after I put it in, I couldn't believe it," said Gibb. The dipstick, which had been nearly black due to deposits, was clean. "The dipstick was nice, bright, shiny and just as clean as a whistle," said Gibb.

"They recommended changing oil every 2,000 miles (3,220 km) because of the high temperatures of the air-cooled engine, and I did that for quite a while," said Gibb. But when he drained AMSOIL synthetic motor oil, it was still clean. "So, I gradually shifted to going a year before changing oil."

300,000 miles (482,800 km) and counting

Today, he uses Signature Series Synthetic Motor Oil in the Porsche, which he thinks has close to 300,000 miles (482,800 km) on it.

"My odometer stopped for quite a few years and I couldn't find anyone to fix it," he said. "I think I've got at least 300,000 miles on it."

Some of those many miles include trips to Colorado's Mt. Evans, which features the highest paved road in the contiguous United States, and California's Death Valley, the lowest point in the country. Gibb once drove his Porsche 31 straight



hours from a class reunion in Iowa back home to Los Angeles – 1,900 miles (3,058 km). "It ran like a dream," he said.

AMSOIL synthetic motor oil has delivered flawless protection all these years. The only major engine work done was due to a zealous parking-lot attendant at the airport back in 1976 who couldn't resist taking Gibb's Porsche for a spin.

"Someone at the parking lot took it on a joy ride and almost separated the flywheel from the crankshaft," said Gibb. One new crankshaft later, the car was back to normal, and it's run smoothly ever since.

Uses AMSOIL products in everything

Gibb has used AMSOIL products in all his cars over the years, including two different Corvettes* and a 1997 Toyota* Avalon* with a V-6 engine notorious for sludge issues. "I've never seen any sludge in the Avalon. [AMSOIL] has kept that engine running excellent." Gibb's nephew owns the car today, which has 270,000 miles (434,500 km) on it.

It's just one more reason he keeps using AMSOIL products and telling others about their excellent performance. "I talk to them about it all the time – they ought to try it," said Gibb.



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